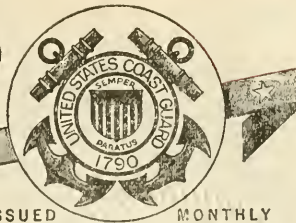


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COAST GUARD BULLETIN



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Number 19

COAST GUARD BOARD CONSIDERS SEADROMES AS WEATHER STATIONS FEASIBLE

A board, appointed by the Commandant of the Coast Guard, to consider the feasibility of seadromes on the trans-Atlantic air lanes, has recommended a trial of such a structure, and foresees no insurmountable technical difficulties. This board was appointed following a meeting of the Air Coordinating Committee in October 1946, at which the Treasury Department had representatives.

At the meeting of the Air Coordinating Committee, there was considerable discussion of the feasibility of using seadromes in lieu of ships as ocean weather stations. It was brought out that the Coast Guard was looked upon as the proper agency to operate such a seadrome if one were constructed and service tested.

The board appointed by the Commandant, after due deliberation, concluded that no insurmountable technical difficulties were likely to be encountered in constructing a seadrome suitable for use as a weather station. It further concluded that preliminary estimates indicate that over a period of years the use of seadromes would probably be more economical than conventional type craft. The board considered the idea sufficiently practicable to justify the construction of one seadrome for service testing.

COAST GUARD NOW CONDUCTING INTENSIVE RECRUITING DRIVE

An intensive program for the securing of new recruits and with a view to interesting as many former Coast Guard and Coast Guard Reserve petty officers in enlisting in the Coast Guard as pos-

sible, is currently underway. The present all-out drive began on January 1, on a nation-wide basis, with additional personnel and a high priority assigned to the task.

Particular effort is being made to reach all honorably discharged ex-Coast Guard and Coast Guard Reserve personnel and acquaint them with the benefits, both as regards present as well as future security, being offered in connection with this campaign.

RUNNING OF LINE FROM SHIP TO SHORE ACCOMPLISHED BY HELICOPTER

A recent stranding of a vessel on the coast of North Carolina demonstrated the ease with which a line could be run from a vessel to the shore by a helicopter. This case was also the first instance in which such an operation was performed under actual assistance conditions.

While the *S. S. Daniel Drake* was being towed by the Coast Guard Cutter *Cherokee*, it broke adrift, and the cutter was having difficulty in getting another towline aboard because of the heavy seas. The office of the district commander dispatched a helicopter to the scene, with lines made up ready for running between the cutter and the distressed steamer. Upon the arrival of the helicopter, it was found that the steamer had grounded near the Caffey's Inlet Lifeboat Station, and that the cutter was standing off shore.

The grounded steamer was lying only about 125 yards from the beach, and breeches buoy apparatus, which was en route to the scene, would have been adequate for passing a line from shore to ship. However, the helicopter being on the scene, it proceeded to run a line from ship to shore, an operation which

C. G. Distribution:

A, B, C, D, and List 102.

¹ Published with approval of the Director of the Budget.

took only 5 minutes. This was accomplished with no difficulty, and the running of 1,000 fathoms of light line would have presented no greater problem.

The helicopter used in this instance was a small training machine not equipped for rescue work. Had a helicopter with an elevator been available, it could have removed the entire crew from the stranded vessel in less time than was required to get the breeches buoy apparatus to the scene. A helicopter with elevator could also have landed a man or two and a portable gasoline-driven windlass on the vessel to handle a towline had all members of the crew been disabled.

MEETING OF MERCHANT MARINE COUNCIL IS HELD IN NEW YORK

A meeting of the Coast Guard Merchant Marine Council was held in New York, October 17, under the auspices of the American Merchant Marine Conference. Admiral J. F. Farley, USCG, Commandant of the Coast Guard, presided as chairman of the panel, while Commodore H. C. Shephard, USCGR, chairman, Merchant Marine Council, served as cochairman and discussion leader. On the program were the following four speakers:

Capt. L. N. Harding, USCG, Chief, Electronics Engineering Division: "Progress Report in the Application of Radar and Loran to Merchant Ships."

Capt. Joseph A. Kerrins, USCG, Secretary, Merchant Marine Council: "Maritime Safety Laws and Regulations."

Capt. R. T. Merrill, USCGR, Executive Secretary, United States Safety-at-Sea Committees: "Critique of International Maritime Conferences."

Capt. R. L. Raney, USCG, Assistant Chief, Office of Merchant Marine Safety: "Safety-at-Sea, War vs. Peace-Time Standards."

After a word of "welcome" from Admiral Farley, the meeting was turned over to Commodore Shephard who explained the purposes of the Merchant Marine Council. Commodore Shephard pointed out that the "Council" was an advisory body "established to provide a forum in which all groups affected by the navigation laws or by other actions of the Coast Guard could present their views on such matters." He mentioned, however, that this meeting was not an executive session of the Merchant Marine Council, but an opportunity to come before the maritime public and present for its consideration and discussion

some of the problems and progress in matters connected with maritime safety.

PUERTO RICO CG AUXILIARY FLOTILLA ENROLLS WOMEN PLANE PILOTS

Claim to being the first aviation flotilla in the U. S. Coast Guard Auxiliary to enlist women members has been made by the San Juan Puerto Rico Coast Guard Auxiliary Flotilla No. 3. This claim is based upon the enrollment of Miss Clara Livingston and Mrs. Emma Coulter Ware.

Miss Livingston and Mrs. Ware were sworn in at a special ceremony which took place October 1, at Miss Livingston's private airfield in Dorado, a town about 20 kilometers west of San Juan. Fifteen private planes were flown in by auxiliary members who took part.

Mr. Alfred Barnes, the British Minister of Transport, has put 10 years as the limit within which every well-found British ship will be fitted with radar navigational equipment.

HISTORICAL SECTION ISSUES FIRST VOLUME OF WOMEN'S RESERVE HISTORY

There has just been issued the first of two volumes of the Coast Guard war histories, which will deal with the Women's Reserves. This volume, which is one of the "first narratives," and chiefly for distribution within the service, contains 259 pages and about half that number of illustrations. It was prepared in the Historical Section of the Public Information Division.

In scope, the present volume covers the establishment of the Women's Reserve of the Coast Guard, the recruitment of its members, the Women's Reserve training program, and the utilization of the Women's Reserve.

Volume 2 of this Spar history, which will be issued at a later date, will be an administrative report made up of reports from each of the Coast Guard districts.

TRAINING BEING EXPANDED AND GIVEN NUMBER 1 PRIORITY

In order to offset the present shortage in certain petty-officer ratings, brought about to some extent by expiration of enlistments, the Coast Guard's enlisted training program is just now being rapidly expanded. Number 1 priority

for the filling of district quotas for advanced training has been established, and it is expected that the present total of approximately 500 men undergoing petty-officer training at the Coast Guard Training Station, Groton, Conn., will be increased to 1,500 by May.

Four additional schools were opened at Groton Training Station during December 1946. These will train personnel for the ratings of radarman, ship's cook, yeoman and electrician's mate.

NEW ZEALAND'S AIDS TO NAVIGATION BEING RETURNED TO PEACETIME BASIS

Effect of the war upon the aids to navigation is shown by the annual report of the Marine Department of the Government of New Zealand, a copy of which has just been received at Coast Guard headquarters. The following statements are quoted from this document.

"New Zealand, with its rocky, cliff-bound coasts, has many lighthouses, some with resident keepers who live within comparatively easy reach of coastal towns and cities, while on remote headlands and surf-bound islets there are others who live as a small community in a solitude broken in peacetime by the regular visits of the Government lighthouse vessel with its welcome cargo of amenities and comforts. * * *

"At the outbreak of war some few lighthouses not connected with telephone were supplied with radio receivers, while on some stations naval and army detachments were encamped for the purpose of coast-watching.

"On December 15, 1939, the lights of Suva Harbour were extinguished until further notice, and before long many of the lights on the New Zealand coast went out for varying periods, while most of those remaining were shown at about half power only.

"Another light which would have been of great assistance to an enemy raider in fixing his position was the North Cape Light, and instructions were given to the Fisheries Inspector of the Department at Russell that this light must be out on the night of December 23." * * *

"A test of the blackout of coastal lights was carried out in February 1941, and it was found that with few exceptions the lights could be extinguished within 15 minutes. Those which took longer were, when such action did not

endanger shipping, extinguished for the period of the emergency.

"In addition to their many normal lighthouse duties, the keepers were required to carry out coast-watching and radio-watching duties, thus adding to the strain to which the reduction in power of their lights had already placed upon them. Meteorological reports and data had to be prepared and transmitted to the appropriate authorities and details of any suspicious vessels noted and forwarded to the Navy.

"All these duties meant that the watchkeeper had to be continually on the alert and ready at any time to note any peculiar circumstances which may or may not have been of importance; in addition, the stores position in some of the more remote stations at times caused great anxiety owing to the nonavailability of the *Matai* and the lighthouses' dependence on small craft for the conveyance of necessities.

"When the *Matai* was withdrawn from the lighthouse service the Department was faced with the job of servicing the lights by other means, with the result that island lights were supplied by small coastal launches, while the land stations were supplied by road. Many of the land stations were, by the very nature of their location, cut off from road transport and supplies had to come in on the backs of packhorses, and at times for the last portion of the journey heavy loads were manhandled over rough terrain by the keepers.

"From then on, as the menace of surface and submarine raiders became more remote, more and more lights and radio-beacons were reestablished until in August 1945 practically all were back on their full prewar power.

"Until all the minefields in the Hauraki Gulf are cleared up it is possible that the lights and radio beacons on Mokohinau and Cuvier Island will remain extinguished, otherwise vessels would be guided into danger by the light instead of into safe channels.

"With the closing of the approaches to Auckland via the Mokohinau and Cuvier channels, alternate routes were lighted so that vessels would be clear of the minefields."

NEWLY CONSTRUCTED LIGHTSHIP TAKES STATION ON POLLOCK RIP

Lightship No. *LG 196*, recently constructed for the Coast Guard at Bay City, Mich., was placed on the Pollock

Rip Lightship Station off the south shore of Massachusetts, in December. This new lightship is a sister ship of *LG 189*, built at the same time and place, and designed for the Diamond Shoal Lightship Station off the North Carolina coast.

The two new lightships are of all-welded steel construction. They are single-screw ships, driven by six-cylinder Diesel engines connected to the propeller shaft through reduction gearing. They were constructed by the Defoe Shipbuilding Co. of Bay City, Mich. The Coast Guard's resident inspector during the building of the ships was Commander J. B. Oren. Both ships were launched by October 16, 1946, and were accepted by the Government shortly after.

Lightship *LG 189* is now at the Coast Guard Repair Base, Detroit, Mich., in a reserve commissioned status, where she will remain until spring when she can be brought down the Great Lakes and the St. Lawrence River to the Atlantic coast. This vessel was built to replace *Lightship No. 105*, which was formerly the regular Diamond Shoal Station ship and which was sunk in a collision with a tug during the war while serving as an examination vessel in Chesapeake Bay.

TWO MERCHANT MARINE PUBLICATIONS ISSUED IN REVISED FORM

Two publications of interest to active members of the merchant marine have recently been revised, these are: Specimen Examinations for Merchant Marine Deck Officers, and Manual for Lifeboatmen and Able Seamen. The booklets are now available upon request to the Commandant or any Coast Guard field Marine Inspection office.

Each publication has been revised several times in the past. In this last revision all material has been brought up to date. All material pertaining to wartime procedures only, has been deleted.

The pamphlet Specimen Examinations for Merchant Marine Deck Officers conforms with the licensed officer examinations currently conducted by the local Marine Inspection offices. 1946 navigation problems replace those formerly based upon the 1942 nautical almanac, and other questions and problems have been re-drafted. There are four complete specimen examinations, one each for master, chief mate, second mate, and third mate. Each examination is com-

parable in length and subject matter to that actually given by the inspectors.

The Manual for Lifeboatmen and Able Seamen has been revised to agree with present requirements and the issuance of Merchant Mariner's Documents. Current peacetime lifeboat and liferaft equipment for vessels on all waters is listed in alphabetical order, together with a brief description of each item. New text consists of descriptions of waterlights (both carbide and electric types), distress lights, spray nozzles, gas masks, flame safety lamp, and fire extinguishing and alarm systems for cargo holds. Many new illustrations, and new questions and answers are included. The manual consists of six parts with all the information necessary to qualify as lifeboatman and able seaman.

DEATH OF CAPT. IRVING L. GILL

Capt. Irving L. Gill, USCG (Retired), died on October 21, 1946, at his Washington residence. He was 63.

A veteran of 37 years Government service, Captain Gill was born in Weathersfield, N. Y., April 17, 1883, but was educated in Michigan. In 1907 he graduated from the University of Michigan with a bachelor of science degree in civil engineering. From 1907 to 1909 he was a War Department office engineer, surveyor, inspector, and superintendent in charge of dredging, breakwater construction, and revetment work. From 1909 to 1911 he was a Lighthouse Service field assistant engineer engaged in construction and repair work. In 1911 and 1912 he was in private industry as a superintendent of building construction. In 1912 he returned to the Lighthouse Service and was through 1929 a Lighthouse Service assistant superintendent in charge of field construction and repair work. In 1929 through 1935 he was superintendent of the fourth and fifteenth lighthouse districts successively, at Philadelphia and St. Louis. In 1935 he was appointed chief of the signal division of the Lighthouse Service at Washington, D. C. In 1939 he was commissioned a commander in the Coast Guard at the time of the consolidation of the Lighthouse Service with the Coast Guard, and subsequently served as chief of the radio engineering and communications engineering divisions at headquarters, successively.

During recent years while specializing in signal work, he made notable contributions to sound-transmission engineering and has contributed papers to the Naval Architects and Marine Engineer's Society Proceedings and to the

Acoustical Society Proceedings on this subject.

ELECTRONICS ENGINEERING OFFICER TALKS ON LORAN IN POLAR NAVIGATION

An address on "Loran for Polar Navigation" was delivered at the symposium of polar navigation which was given by the Institute of Navigation in New York on December 16, by Lt. Comdr. Guy L. Ottinger, USCG. This address reviewed the limited experience with loran in polar regions, and undertook to predict the probable usefulness of such signals in the future. The following are excerpts from Lieutenant Commander Ottinger's talk:

"The application of loran to polar navigation promises a solution to many phases of this exceedingly difficult problem. The full possibilities of loran will not be known without the installation of more ground stations favorably located with regard to polar navigation and continued observations by navigators and scientists. However, in considering polar navigation problems, it is left that more use can be made of the existing loran facilities.

"Actual observations of standard loran signals in the polar regions have been few in number, but these generally have not indicated any startling or abnormal propagation or reflection conditions. On the contrary, normal sky-wave nighttime service at the usual distances of 1,300 to 1,500 miles was noted. Daytime service over water was excellent, but daytime overland service was not effective beyond a few hundred miles. It is interesting to note that signal strengths were good, noise levels low, and that sky-wave signals came through regularly upon the approach of nightfall, and continued throughout the period of darkness. Signals were received regularly from distances exceeding the usable navigation range. In this category were the signals emanating from the U. S. loran stations on rates 1H2, 1H1, and 1L0, that is from Florida to Massachusetts. While such signals have no practical use, their reception does indicate favorable propagation conditions.

"Fears have frequently been expressed that sky-wave reception in polar regions, because of magnetic storms which are more prevalent in the polar and subpolar regions than at lower latitudes, would be so uncertain as to render such service useless. Such disturbances cause the ionosphere to become unstable. Insofar as loran is concerned the effects of the

storms vary with the relative locations of the observers, the ground transmitting stations, and the storm area itself. Errors which might be expected from the ionospheric variations are minimized in loran, as measurements are made only of the difference in arrival times of the signals. Inasmuch as the two signals comprising any one rate are usually reflected from the same layer, there is a balancing out of errors, as both signals suffer the same relative length-of-path variation. Such errors will be aggravated in those cases in which the observer is close to one station and far from the other. Other disturbances occur infrequently, which may cause complete absorption of reflected signals and thus sky waves are not received at all. Loran being a pulsed system with a visual type of presentation, while being effected by noise, is capable of satisfactory performance long after regular communications have gone out. In fact the operation of loran during periods of high noise level caused by all types of atmospherics, precipitation static, etc., is recognized as one of the important points superiority of loran over nonpulsed systems. This should be of definite value in polar navigation where severe precipitation static is frequently encountered.

"During the past 4 years of operation of loran stations the Coast Guard has found that there were very few instances in which signals were unusable due to magnetic disturbances. Usually, in investigating reports of such a condition, it has been found that the receiver was improperly installed, out of adjustment, or not operated properly.

"At present a large section of the Arctic and sub-Arctic regions to the north of Canada are covered by low frequency loran service from three stations located at Dawson Creek, Gimili, and Hamlin. Operational reports indicate such service to be very useful and essential to certain types of operations."

The foregoing brief discussion indicates the utility of loran for polar navigations, the superiority of pulse navigation, and the fact that loran service is now available over an appreciable portion of the polar regions of North America. At the present time low-frequency loran is chiefly useful as an adjunct to standard loran because of its ability to provide a large amount of additional daytime overland coverage. It is very probable that loran will become the primary radio aid for transpolar and transoceanic navigation in the not to distant future.

LATEST WAR HISTORY COVERS LORAN CONSTRUCTION IN PACIFIC AREA

"Coast Guard Construction Detachments in the Pacific Theatre" is the title of the latest of the war histories issued by headquarters. This new volume of over 200 pages and nearly 100 illustrations, describes the civil engineering phases of the loran construction program from the building of the Bering Sea loran chain to the landing upon the Japanese mainland. It is the story of the "Condets," of several of the advance bases, of the *Menkar*, and of other vessels which engaged in loran construction in the Pacific.

As stated in the foreword to the new volume, the monograph lays greatest emphasis upon the civil engineering aspects of this work, leaving to others the task of preparing a history of the electronics features of the work. Following a brief description of the value of loran as an aid to navigation, the development of loran is traced, and then mention is made of the first experimental installations. Next comes brief mention of the over-all plans of the Joint Chiefs of Staff for the use of loran, and then a description of the formation of the construction detachments and the development of the headquarters groups which carried out the higher level administrative work.

Following the general descriptive chapters, the construction of each of the following loran chains is described in considerable detail: Bering Sea chain, Western Aleutian chain, Hawaiian chain, Phoenix chain, Marshall-Gilbert chain, Marianas chain, Palau-Morotai chain, Japan chain, and the China Sea chain.

Direction-finding gear has been fitted into nearly eight times as many British ships as are bound by law to carry it, according to the Nautical Magazine of Glasgow.

TRENDS OF THE INTERNATIONAL AIDS TO NAVIGATION CONFER- ENCES ARE SUMMARIZED

The action and trend of thought at recent international conferences on radio aids to navigation, was the subject of an address delivered by Lt. Comdr. L. E. Brunner, of the Coast Guard Electronics Engineering Division before the American Institute of Electrical Engineers at New York, on December 4. Commander Brunner pointed

out the usual difficulties of securing international accord on matters of this type, where national interests were often at variance with international considerations. His comments covered the following meetings:

Provisional International Civil Aviation Organization North Atlantic Route Service Conference, Dublin, March 1946.

Provisional International Civil Aviation Organization European and Mediterranean Route Service Conference, Paris, April 1946.

International Meeting on Radio Aids to Marine Navigation, London, May 1946.

Provisional International Civil Aviation Organization Caribbean Regional Air Navigation Meeting, Washington, August 1946.

Provisional International Civil Aviation Organization Middle East Regional Air Navigation Meeting, Cairo, October 1946.

Moscow Five-Power Telecommunications Conference, September 1945.

Provisional International Civil Aviation Organization Conference in Montreal, November 1946.

The report of the Communications Committee of the North Atlantic Route Service Conference favored standard loran for the present but expressed the hope that consol or high frequency and medium frequency radiobeacons could be developed to provide satisfactory service at a lower cost with less aircraft equipment.

The Mediterranean and European Conference considered principally overland navigation, with emphasis on shorter ranges. Its communication committee report recommended that very-high-frequency direction finders be generally used for short distances owing to its accuracy, speed of operation, freedom from atmospheric static interference, and protection from other transmissions, particularly at night. Low-power low-frequency and medium-frequency radiobeacons would be continued in use and the service expanded. Existing "Gee" chains in Europe would, where possible, be retained in operation. Installation of the corresponding air-borne equipment on aircraft mainly engaged in flying the congested areas of western Europe would be encouraged for the purpose of comprehensive service tests. The committee, having considered the technical information concerning the consol system of navigation and a pro-

posed plan for a European network of consol stations presented by the United Kingdom delegation, recommended that consol stations at several locations in Europe be maintained in operation or be constructed.

The International Meeting on Radio Aids to Marine Navigation held in London last May in general, took the position that shipboard radar with some form of radar beacons was a valuable aid to the mariner for anticollision and pilotage use. The United States delegation stressed the need for installation for trial and evaluation with both 3- and 10-cm. equipments. The British stressed compulsory adherence to standard specifications for 3-cm. equipment. There was no agreement on position-finding systems. The British favored Decca as a short-to-medium-range aid and saw no need of a long-range aid. The United States supported the claim for a need for a long-range aid, recommending radiobeacons for medium range and loran for long range. There was agreement that, so far as is possible and expedient, radio aids to navigation should be used in common for civil aviation and shipping. The meeting was unanimously of the opinion that ship-borne medium-frequency direction finders, with associated radiobeacons, was a valuable aid to navigation and should be maintained, improved and extended. There was prolonged discussion of consol, Decca, Gee, loran, and ship-borne radar. In summary, the British favored consol for long range, Decca for medium range, and radar for short range, while the United States favored loran for long range, radiobeacons for medium range, and radar for short range.

The Provisional International Civil Aviation Organization Caribbean Regional Air Navigational Meeting was held in Washington last August.

The committee considered that a system of long distance radio navigational aids was not essential to the safety and regularity of aircraft operations in the Caribbean Region. The Caribbean Region will be served by numerous short distance radio aids to navigation which will be adequate for the short distances to be covered. In considering the navigational requirements in general, the committee kept in mind that in most of the committee region, weather conditions are predominantly good. Consequently, recommended navigation facilities were based on radiobeacons. Radio ranges were recommended only at

those locations where traffic or weather conditions necessitate.

The Middle East Regional Air Navigation Meeting communication committee, after reviewing the available material and operational requirements, recommended that the policy of provision of radio aids to air navigation—both enroute and for approach—should be based on the combined use of the following facilities: medium frequency non-directional radiobeacons and directional radio ranges; high frequency and very high frequency radio direction finders; medium frequency direction finders; and radar responders. While these facilities are largely those installed for military use, they will no doubt, be continued for some time in this area.

At the Moscow Five-Power Telecommunications Conference there was agitation for changes in the radiobeacon band, the United Kingdom recommending a shift upward in the marine beacon and direction-finding band. This recommended shift, however, does not change the direction-finder picture. There was a difference of opinion on loran frequencies, particularly from the United Kingdom. They refused to consider more than a 50-ke. allocation for this system. China supported the United States with the Union of Soviet Socialist Republics and France maintaining a neutral attitude. The request for a 3,000-mc., 5,000-mc., and 9,000-mc. band for radar bands was unopposed. However, full agreement could not be reached on the precise frequencies for radarbeacons.

WALTER P. HARMAN RETIRES

Walter P. Harman, technical assistant to the chief counsel at Headquarters, oldest in point of service of the employees who came into the Coast Guard at Washington from the Bureau of Lighthouses, retired from service at the close of December 31, 1946. Mr. Harman was born at Bennington, Vt., January 12, 1881, graduated from Phillips Exeter Academy in 1900, received the degree of A. B. from Harvard University in 1904, where he was a classmate of the late President Roosevelt, and also received the degree of L. L. B. from Georgetown University in 1911. He entered the office of the Lighthouse Board (as it was then known) in June 1906, and served with that organization and its successor until his retirement, with the exception of about a year during World War I when he served with the armed forces as a Y. M. C. A. secretary.

Mr. Harman became assistant chief of the finance division of the Lighthouse

agency in 1908, and was subsequently promoted to chief of that division, to chief clerk and finally to administrative assistant to the Commissioner of Lighthouses, which position he held at the time of the consolidation of the Lighthouse Service with the Coast Guard in 1939. As administrative assistant, Mr. Harman's duties dealt largely with matters of law, legislation, and regulations.

At Coast Guard Headquarters, Mr. Harman at first occupied the position of office manager but with the expansion of administrative functions was transferred to the Legal Division as technical assistant to the chief counsel. In that capacity his familiarity with the history and legal precedents of the Lighthouse Service was of material assistance in problems affecting the integration of the former Lighthouse Service and its personnel in the Coast Guard.

Mr. Harman's son, Ensign Henry V. Harman, USCG, was graduated from the Coast Guard Academy in June 1946.

COAST GUARD MAKES TESTS OF ROCKETS TO DETERMINE LINE- CARRYING POSSIBILITIES

Tests of various types of rocket-propelled projectiles are being made by Coast Guard research and development personnel, at Fort Belvoir, Va., to determine the practicability of using such equipment for line-throwing purposes. In the tests already made, the rockets demonstrated a high degree of accuracy, and also were able to carry a line much heavier than any used with existing line-throwing devices. In one test, a line 3 inches in circumference was carried a distance of 600 feet by a rocket, clearing a 50-foot-high obstacle en route.

CHANGES IN ASSIGNMENTS

Commodore Louis L. Bennett, designated Commander, Eleventh Coast Guard District, effective May 31, 1946.

Capt. Richard L. Burke, from Eastern Area to Headquarters as Chief, Aviation Division.

Capt. Donald E. McKay, designated Chief, Communications Division, Headquarters.

Capt. George C. Whittlesey, from Yard to Third Coast Guard District for temporary duty at Merchant Marine Hearing Unit, thence to Merchant Marine Hearing Unit, Manila.

Commander Marius DeMartino, from Search and Rescue Division, Headquarters, to Program Planning Division, Headquarters.

Commander Preston V. Mavor, from *Mendota* to Academy.

Commander William E. Sinton, from Headquarters to Coast Guard Air Station, St. Petersburg, Fla., as commanding officer.

Commander Joe G. Lawrence, from Navy Department to Coast Guard Air Station, San Diego, Calif., as commanding officer.

Commander Robert E. McCaffery, from Coast Guard Air Station, St. Petersburg, Fla., to Headquarters for liaison duty Deputy Chief of Naval Operations, Air, and BuAer.

Commander Donald B. MacDiarmid, from Coast Guard Air Station, San Diego, Calif., to Eastern Area as operations officer.

Commander Watson A. Burton, from Commander, Coast Guard Activities, Naval Forces, Philippines, to Fourteenth Coast Guard District.

Lt. Comdr. James H. Coe, from Marine Inspection Office, Port Arthur, Tex., to Marine Inspection Office, Corpus Christi, Tex.

Lt. Comdr. Karl A. E. Lindquist, from *Laurel* to *Argo* as commanding officer.

Lt. Comdr. Isaac R. Boothby, commissioned in Reserve and assigned merchant marine inspection duty, Mobile, Ala.

Lt. Comdr. Gordon E. Howell, USCGR, commissioned in Reserve and assigned merchant marine inspection duty, Chicago, Ill., thence to seventeenth Coast Guard District as Marine Inspection Officer and Officer in Charge, Marine Inspection, Ketchikan.

Lt. Comdr. Lynn Parker, from *Androscoggin* to Academy.

Lt. Comdr. William F. Cass, from Headquarters to *Mackinaw* as commanding officer.

Lt. Comdr. John W. Lozier, USCGR, from Marine Inspection Office, Point Pleasant, W. Va., to Headquarters for temporary duty for release and discharge from Reserve due to age limit.

Lt. Comdr. John M. Clark, USCGR, from Marine Inspection Office, Ketchikan, Alaska, to Marine Inspection Office, Seattle, Wash.

Lt. Comdr. Adriaan de Zeeuw, from *Daphne* to Control Center, twelfth Coast Guard District.

Lt. Comdr. Lawrence W. Croteau, orders to *Woodbine* canceled.

RETIREMENTS EFFECTIVE DECEMBER 1, 1946

Capt. Paul W. Collins.
Lt. Comdr. Louis J. Armstrong.
Lt. Comdr. James Blake.
Lt. Comdr. Arved E. Wikander.
Lt. Comdr. Benjamin B. Brown, USCGR.
Lt. Comdr. John Culver, USCGR.
Lt. Comdr. John N. McAfee, USCGR.
Lt. Comdr. Sheldon A. Russell.

HOME PENDING RETIREMENT


Lt. Comdr. William H. Jackson.
Lt. Comdr. Sverre Halvorsen.

RETURNED TO RETIRED LIST

Commodore Edward M. Webster (Ret.),
December 1, 1946.

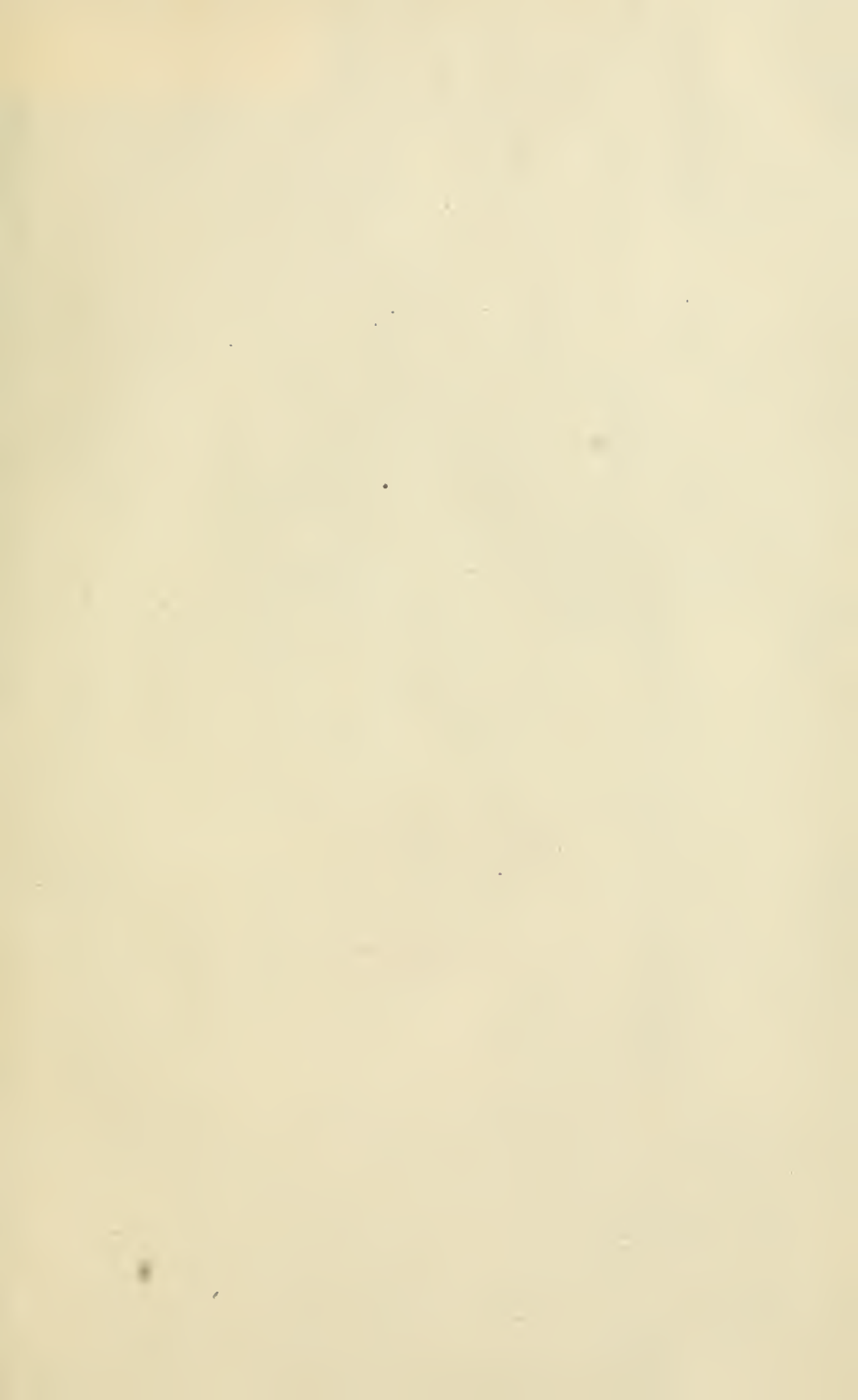
DEATHS

Commander Lemuel S. Burgess, USCGR
(Ret.), November 15, 1946.
Mr. E. S. Lanphier (Ret.), formerly su-
perintendent, Eighth Lighthouse Dis-
trict, died October 5, 1946, at New
Orleans, La.



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